1987

SCCA PRO RALLY CHAMPIONSHIP

NATIONAL COMPETITION RULES

SPORTS CAR CLUB OF AMERICA

SCCA

® Sports Car Club of America

To: All SCCA Pro Rally Competitors

From: Les Unger, Toyota Motorsports Manager

Toyota Motorsports would like to wish all 1987 SCCA Pro Rally participants a safe and successful Pro Rally season.

We recognize the time, effort and finances that must be expended to be successful in this sport and, therefore, will continue to offer Toyota competitors assistance via the Toyota Contingency Award Program.

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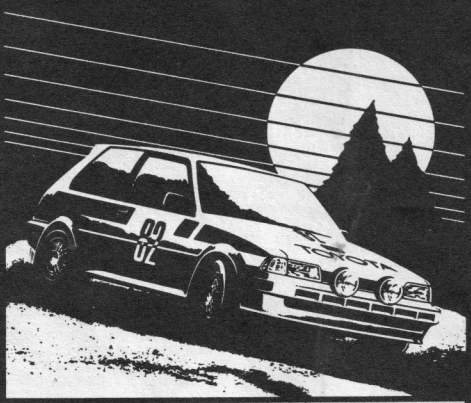

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FOREWORD

Effective January 1, 1987, all SCCA National PRO Rally rules are superseded by the following SCCA National PRO Rally Rules.

The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

Questions concerning Rules clarifications should be addressed to:

PRO Rally Office
Sports Car Club of America, Inc.
9033 E. Easter Place, Suite 100
Englewood, Colorado 80112

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CONTENTS

Article		Page
1	Purpose	13
2	Administration	13
3	SCCA PRO Rally Series	13
4	PRO Rally Rules and Rules for Organizers	14
5	Acceptance of Regulations and Rules	14
6	Insurance	15
7	Entry Requirements	16
8	Entry Fees	23
9	Scrutineering	23
10	Vehicle Log Book	29
11	Supplementary Regulations	30
12	The Event	31
13	Claims	52
14	Appeals	54
15	Conduct of Contestants	55
16	Annual National PRO Rally Series Championships	56
17	North American Rally Cup	58
Appendix A—Production Classes		60
Appendix B—Group A and Group N		71
Appendix C—Summary of Penalties		71
Appendix I—Required Vehicle and Driving Suit Identification		73
Appendix O—Open Class		75
Appendix Y—Occupant Restraint Systems		76
Appendix Z—Rollover Protection		80
SCCA PRO Rally Award Winners		87
SCCA/CASC North American Rally Cup Award Winners		90
SCCA PRO Rally Lifetime Standings		92

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8. Pohjola Rally — 11-28 — 3/4 long, snow

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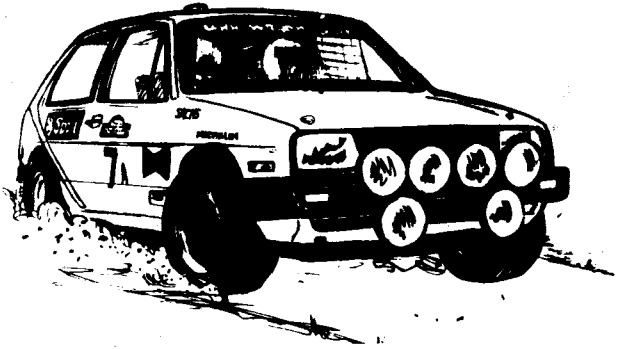

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SCCA
NATIONAL PRO RALLY RULES

1. PURPOSE

The purpose of the Sports Car Club of America, Inc. (SCCA) National PRO Rally Championship Series is to encourage participation in and support of, on a national basis, rallies offering a driving challenge. The rallies in this series will follow a format prescribed in the National Rules for Organizers. However, safety and state regulations will be of key importance in competing in, and staging of, these events.

2. ADMINISTRATION

SCCA PRO Rally Office

The SCCA PRO Rally Office shall be responsible for the development of rules and standards for the conduct of National PRO Rallies and shall establish, supervise and administer an annual program of events. The SCCA PRO Rally Office consists of the SCCA PRO Rally MANAGER and support staff. The SCCA PRO Rally Office shall have final authority on rules and standards of conduct for the National PRO Rally Series.

3. SCCA PRO RALLY SERIES

The SCCA National PRO Rally Championship Series will be comprised of not more than twelve (12) events in any one calendar year. In order to be eligible for inclusion in the SCCA National PRO Rally Championship Series, a proposed event must meet the requirements of the SCCA PRO Rally Rules for Organizers and be sanctioned by the SCCA PRO Rally Office.

4. PRO RALLY RULES AND RULES FOR ORGANIZERS

4.1 Rules

These Rules shall govern all SCCA National PRO Rallies.

4.2 Rules for Organizers

Rules for Organizers (RFOs) for SCCA National PRO Rallies shall be available to all event organizers. The RFOs shall guide the organizer in the preparation and conduct of the event. Organizers are responsible to the PRO Rally Office for adherence to the RFOs. The Rules for Organizers shall not serve as a basis for claim by the contestants.

4.3 Revision of PRO Rally Rules for Organizers

The PRO Rally Office reserves the right to make such changes in these Rules, Rules for Organizers, and appendices as may be deemed necessary or advisable.

4.4 SCCA General Competition Rules (GCR)

Per section 1.2.1 of the GCR's, "The GCR's shall govern all speed events sanctioned by SCCA. FIA Listed Events sanctioned by the SCCA shall also be governed by the FIA Sporting Code." The GCR's shall apply to all areas not covered by these Rules (NPRR).

5. ACCEPTANCE OF REGULATIONS AND RULES

5.1 By the Rally Committee

Each rally committee that undertakes to organize an SCCA National PRO Rally shall be acquainted with these Rules and with the Rules for Organizers and shall be bound by them.

5.2 By the Competitor

Each participant in an SCCA National PRO Rally shall be familiar with and bound by these Rules. Participation by a contestant shall constitute evidence of that contestant's acceptance of this provision.

6. INSURANCE

6.1 Event Insurance Requirement

SCCA requires that all PRO Rally events sanctioned by the SCCA will be insured for coverage of event liability and participant accident in coverage and amounts in compliance with the SCCA Master Insurance Plan. Participant accident insurance will be provided by the SCCA Master Insurance Plan. Event liability insurance may be provided by the SCCA Master Insurance Plan or an equivalent policy provided that it is in compliance with the procedures described in 6.3. (Alternative Event Liability Insurance).

6.2 Coverage and Limits

SCCA requires that all events be covered by the following forms of insurance for the minimum limits shown:

A. EVENT LIABILITY (including contingent, products, and cross liability) for bodily injury and property damage: $1,000,000 per occurrence Combined Single Limit-TO BE PROVIDED BY THE SCCA MASTER INSURANCE PLAN OR EQUIVALENT POLICY.

B. PARTICIPANT ACCIDENT-WILL BE OBTAINED FOR THE EVENT BY THE SCCA PRO RALLY OFFICE THROUGH THE SCCA MASTER INSURANCE PLAN.

Accident Death & Dismemberment	$10,000
Blanket Medical Reimbursement	$10,000
Weekly Indemnity up to 104 weeks (excess of 7 days)	$75

6.3 Alternative Event Liability Insurance

The organizers and/or promoters of an SCCA sanctioned PRO Rally event which is to be insured with liability coverage other than that provided by the current SCCA Master Insurance Plan shall adhere to the following:

A. Any insuror providing all or part of the event liability insurance shall carry a Best's Insurance rating of at least A12.

B. A fully worded and identified LIABILITY policy (or policies) of insurance will be forwarded to members of the National Insurance committee so that receipt of the LIABILITY policy (or policies) will occur not less than thirty (30) days prior to the scheduled commencement of the event TO BE INSURED BY SUCH LIABILITY POLICY (OR POLICIES).

C. If such fully worded and identified LIABILITY policy (or policies) is not received by the SCCA President by a date thirty (30) days prior to the scheduled commencement of the event to be insured, the President shall cause the event to be insured for liability under the current SCCA Master Insurance Plan. Certificates evidencing such LIABILITY coverage and billing for the appropriate premium charge, therefore, shall be sent to the event organizers and promoters. In the case that the premium charge is unpaid by a date fourteen (14) days prior to the scheduled commencement of the event, the president shall cause the event to be cancelled.

7. ENTRY REQUIREMENTS

7.1 Entry Blank

Application for entry in an SCCA National PRO Rally shall be made by means of an offical entry form approved by the PRO Rally Office. Sample Forms are available from the SCCA PRO Rally Office. The form shall contain or be accompanied by full instructions for its submission which shall mention the date of closing of the seeded draw and of entries. An entry blank for each rally shall be sent to all PRO Rally license holders. The current mailing list is available from the SCCA PRO Rally Office.

Submission of incorrect information on the event entry form will result in forfeiture of competitor's or entrant's rights within these rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

7.2 Number of Contestants per Crew

Each car participating in an SCCA National PRO Rally shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crewmembers, if not approved by the Event chairperson.

7.3 Driver's Licenses and Competitor's Licenses

All competitors must be at least 18 years of age and must hold a valid automobile operator's license for the state in which they reside. A learner's permit shall not constitute a valid license.

All competitors in an SCCA National PRO Rally must hold the following licenses, which must be currently valid and available for inspection during the events:

A. FIA Driver's License at FIA-listed events
B. FIA Entrant's License at FIA-listed events
C. SCCA National PRO Rally License

A current FIA license and a current SCCA National license are required for FIA listed events.

For citizens of the United States, these licenses are available to SCCA members only through the SCCA National Office. NO LICENSES WILL BE SOLD AT SCCA NATIONAL PRO RALLY EVENTS.

All competitors applying for their initial National PRO Rally license are required to have completed a Divisional PRO Rally school successfully and have finished two (2) Divisional PRO Rallies, one of which must be at least a coefficient two (2), or other qualifying events as prescribed by the SCCA PRO Rally Office.

FIA-Rally Only licenses will be issued only to current SCCA National PRO Rally license holders. All competitors applying for their intitial FIA-Rally Only License must have completed a National PRO Rally.

D. Canadian competitors may compete in the SCCA National PRO Rally series with a currently valid CASC Rally license, with the exception of FIA listed events. For FIA listed events Canadian competitors must possess an FIA license.

E. A completed SCCA Medical Data form and a completed SCCA Bio form must be submitted with the license application for a license to be issued.

Application forms for licenses are available from the PRO Rally Office. Such licenses will be issued by the SCCA PRO Rally Office upon receipt of properly completed application forms and payment of appropriate fees.

7.4 Competition by Non-Members

Non-U.S. citizens who hold valid FIA licenses may enter and participate in an SCCA National PRO Rally. Such competitors may be eligible to win money and receive awards, but are ineligible for National PRO Rally Championship points. Driver and co-driver points for other contestants in the event will be awarded as if the non-U.S. citizens had not competed.

7.5 Vehicle Registration

As evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner, the car registration certificate or the certificate of ownership must be available for inspection by officials before the start of the event and at any time during its progress. Evidence of a currently valid automobile liability insurance policy must be available for inspection and must reflect the entered vehicle description, vehicle identification number, and entrant name and address. Cars without the required documents will not start.

7.6 Vehicle Eligibility

A. Open Class—It is the intent of these rules that vehicles competing in the Open Class be based on production vehicles. Innovation and modifications within the rules is not discouraged. "One-off" vehicles built from the ground up are explicitly prohibited. Eligibility is restricted to street-licensed, closed-bodied four-wheel vehicles. Fabric tops

and side panels are prohibited. This includes rally cars homologated under FIA "Appendix J" rules (i.e. former Group 1, 2, 3, and 4 and current Groups N, A and B) plus non-homologated vehicles meeting the following requirements:

1. The vehicle must be based on a model built by a recognized manufacturer listed in the NADA Official Used Car Guide. Open Class vehicles must meet the requirements of Appendix O.
2. The engine is free, but must be derived from product line offered by the manufacturer of the vehicle.
3. Brakes and suspension are free.
4. Exterior body pieces (i.e. all components licked by the air stream, excluding the belly pan) must be identical in appearance to the original item, including bumpers. Except for doors, bolt-on-body pieces may be constructed of an alternate material.
5. Fender flares and spoilers are free.
6. Wheel diameter and width are free but the tire must be fully covered by the body and fenders flares.

   In addition, non-homologated vehicles may use parts from their homologated versions if the appropriate documentation is provided by the entrant; and homologated vehicles may be modified within the above limits.
7. The original window glazing may be replaced with Lexan of like or greater thickness than the original glass in the side and rear windows only. The windshield can only be replaced with material identical to that of the original.

B. Standard Production and Production GT Classes-All street-licensed, closed-body, four-wheel vehicles available for retail sales from any authorized dealer of said manufacturer within the United States. All vehicles entered in either one of these two production classes must also comply with Appendix A to these Rules.

C. Group A-Cars competing in this category must meet the strict requirements of The Sporting Code Appendix J and Article 255—Specific Regulations for Group A in The Federation Internationale de l' Automobile year book, as referenced in Appendix "B" to these Rules.

D. European Production Cars (GROUP N)-Cars competing in this category must meet the strict requirement of The Sporting Code, Appendix J, Article 254, "Specific Regulations for Production Cars (GROUP N)" as referenced in Appendix B of these rules.

7.7 Liability Releases

All entrants, driver, co-drivers, manufacturers representatives, press, service crew members, rally committee members, worker and all persons engaged in pre-event and event vehicle activities (such as Press Stages) on an SCCA National PRO Rally must sign a waiver, prior to the start of the activity, in such form as may be prescribed by the PRO Rally Office and/or the rally committee, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start. Service crew members not signing the waiver will cause the crew they represent to not be allowed to start or to be considered a DNF if the event has begun.

7.8 Vehicle Identification

A. All competing vehicles in an SCCA sanctioned PRO Rally are required to carry an "SCCA PRO RALLY" decal, along with their appropriate car number, on both front doors of the vehicle. The decal and car numbers used must be those provided by SCCA and may not be cut-out from their background. These decals and car numbers must be placed on the vehicle as shown in the diagrams given in Appendix I to these Rules.

An area at least 28 inches wide, extending from the top of the door to the bottom of the vehicle, must be reserved

on both (front) doors of each competing vehicle for the proper display of SCCA-required numbers, stickers, and sponsor advertising. No other advertising, lettering or artwork shall appear in the reserved area.

Cars failing to meet these requirements will not be allowed to start.

B. Numbers may be painted on the car if the SCCA PRO Rally Office has assigned a permanent number for an entire season. If painted, numbers must be of identical size and shape to the decals supplied by SCCA to contestants not assigned permanent numbers. Permanent numbers will be issued from the National PRO Rally Office for an annual fee of $50.00. Permanent numbers will be issued on a first come first served basis with priority for each number belonging to the driver who finished in that position overall in the previous season championship. Priority will expire on April 30th of each calendar year.

C. All competing vehicles are required to display the SCCA approved club decal in the prescribed location on each side of the vehicle. This requirement is in addition to the reserved area described in Paragraph A above, and the club decal must appear outside the reserved area per Appendix I to these Rules.

D. All vehicles competing in the Production, Production GT, Group A and Group N classes will be so designated by the placement of a decal containing the letter(s) "P" (in the case of Production), "GT" (in the cases of Production GT), "A" (in the case of Group A), "N" (in the case of Group N) following the car's number on each door of the vehicle.

E. The names and blood types of both the Driver and Co-Driver must appear on the vehicle in accordance with Appendix I to these Rules. The name must include at least the first initial and the entire last name of each team member in contrasting letters at least 1-1/2" high.

7.9 Commercial Advertising

All competing vehicles in an SCCA National PRO Rally may be required to carry event sponsor advertising supplied by the organizers.

Any competitor not wishing to carry the event sponsor advertising may be required by the organizer to pay an entry fee not more than twice the normal entry fee.

A. An area at least 14 inches wide and 10 inches in height must be reserved on both sides of each competiting vehicle for advertising supplied by the event organizer.

   The reserved area must be in between the forward edge of the front wheel opening, and the rear edge of the rear wheel opening, not lower than the mid-point of the side of the vehicle.

   No other advertising, lettering, or artwork shall appear in the reserved area.

B. An area at least 24 inches wide and 10 inches in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer.

   The reserved area must be in the forward one-half of the hood, centered from side to side on the hood.

   No other advertising, lettering, or artwork shall appear in the reserved area.

C. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Sections 7.8 and 7.9.

7.10 Refusal of Entry

SCCA reserves the right to bar any member or nonmember from participating in the SCCA National PRO Rally series. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

8. **ENTRY FEES**

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement. Entry fees shall be the same for all entrants.

9. **SCRUTINEERING**

Each vehicle entered in an SCCA National PRO Rally shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection must be conducted under the direction of a current Nationally licensed SCCA Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the organizer and the SCCA PRO Rally Office.

Items to be checked, in addition to items A-L, will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed in A-L and/or the event's Supplementary Regulations shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the organizer may direct.

Any obvious illegalities in vehicle preparation and/or eligibility for the class entered noted during scrutineering shall be reported by the Chief Scrutineer to the SCCA PRO Rally National series chief steward who will adjudicate the situation. Vehicles that do not meet the safety requirements will not be allowed to start. Vehicles that do not meet the regulations for the class entered may choose to run in the appropriate class. A tech sticker must be displayed on all competing vehicles prior to starting an event, and at all times during the event. Vehicles may be subject to further inspection at any time during the course of the event by a rally official. Vehicles found to be unsafe will be barred from further competition.

All vehicles must be presented in a neat and clean condition with no body damage or primer apparent. All SCCA required and event required decals must be in place.

9.1 Minimum Requirements

The following vehicle equipment shall be operable and in a safe condition:

A. Headlights (high and low beams), parking lights and auxiliary driving lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield. It must be possible to extinguish all forward-facing driving lights and dip to low beam all headlights by the use of a single switch.
B. Tailights and stoplights.
C. Horn, windshield wipers and directional signals.
D. Rear-view mirror.
E. Footbrakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).
F. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited.
G. Mud flaps on all drive and rear wheels.
H. Roll cage meeting current SCCA or FIA specifications. SCCA specifications are listed in Appendix Z to these rules. Contestants wishing to build a roll cage to FIA specifications must provide evidence of compliance with those specifications at all PRO Rally safety inspections.
I. All vehicles must be equipped with, and all competitors must use, occupant restraint systems as specified in Appendex Y of these Rules.
J. A laminated safety glass front windshield.
K. Battery: If the battery is located in the driver/co-driver compartment or the compartment containing the fuel tank, it must be equipped with leakproof caps enclosed in a non-conductive "marine type" box. The hot terminal must be insulated on all cars. All batteries shall be securely attached to the primary structure of the vehicle.

L. Hoods must be fixed closed with hood pins accessible from the outside. Other fastening devises, inside or out, must be rendered inoperative.

M. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, secureness of battery, seats and equipment in passenger compartment, etc.

N. Window nets will be required on all vehicles as of January 1, 1989.

In addition, each car must have aboard, in an accessible location, the following items of safety equipment:

A. First-aid kit (Johnson & Johnson Auto First Aid Kit or equivalent). It is recommended that all competitors in SCCA PRO Rallies complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.

B. Minimum of three (3) D.O.T. reflective triangles.

C. Halon (1301 or 1211) or dry chemical fire extinguisher of at least 10 B:C rating or equivalent (combined total in one or more units). Halon is recommended. Dry chemical extinguishers must bear certification that they have been serviced during the six month period prior to the event. Each dry chemical extinguisher shall be removed at tech and shaken to ensure that the chemical is not compacted in the extinguisher.

D. Tow rope.

9.2 Fuel Containers

No gasoline other than that carried in the fuel tanks shall be carried in any vehicle. No fuel tanks, except SCCA approved fuel cells, may be fitted in, or encroach upon, the passenger compartment. If conventional fuel tanks are fitted in the luggage compartment, there must be a fireproof bulkhead separating that compartment from the driver/co-driver compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle. Note: fuel cell specifications

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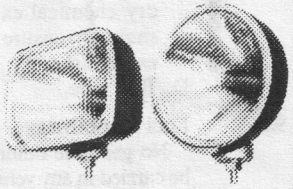

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are contained in the SCCA General Competition Rules. Fuel pumps shall be isolated from the driver/co-driver by a fireproof metal bulkhead. Any nonstandard fuel line located in the passenger compartment shall be made of metal or a metal-braided (Aeroquip type) construction, with self sealing threads at all connections.

9.3 Power Windows

Electrically operated windows are prohibited and must be replaced with manually operated mechanisms provided by the vehicle manufacturer or a like installation approved by the SCCA PRO Rally Office.

9.4 Power Door Locks

Power door locks are prohibited and must be replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the SCCA PRO Rally Office.

9.5 Sunroofs and/or Roof Panels

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels must be replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength then the permanent roof.

9.6 Noise Check

A noise check will be conducted at each event. The maximum allowable level cannot exceed 86 db for any competing vehicle. The noise check will be conducted in the following manner, with the db meter 50 feet from the left side of the vehicle: the vehicle shall be in a stationary position. Run the engine up to 4000 rpm, momentarily hold at 4000 rpm and close throttle return to idle. Measurements are to be determined using the "fast response" setting on a suitably calibrated sound meter.

9.7 **Helmets**

Safety helmets for both driver and co-driver must conform to 1980 or newer Snell Safety standards. The back of each helmet must be labeled in a neat manner with the following information about its wearer: Name, date of birth, blood type, allergies, date of most recent tetanus immunization, and other pertinent medical history (i.e., diabetes, etc.). Helmets that do not pass scrutineering will be confiscated and returned after the event.

9.8 **Driving Suits**

Driving suits, manufactured of an SCCA approved fire retardant material, complete with identification per Appendix I to these Rules, must be available at Scrutineering and worn by both drivers at all times during the event. Note: Approved materials are contained in the SCCA GCR's.

10. VEHICLE LOG BOOK

A standard SCCA Vehicle Log Book shall be used by all competitors at all SCCA PRO Rallies. Vehicles without logbooks will not be allowed to start.

Only one log book will be issued for each vehicle (other than by way of extension or replacement) and the possession of two log books for one vehicle at one time shall be deemed a violation of these Rules.

The log book shall be issued by a currently licensed SCCA National Scrutineer. Each vehicle will have an identity number corresponding to that of its log book permanently stamped on its roll cage.

The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash(-). The vehicle number system beginning with the (001) shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

At each event, this log book must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. During Scrutineering all deviations regarding both safety and legality will be noted by the Scrutineer. If a waiver for the event is permitted the duration of the waiver must be noted and complied with by the competitor.

If a car is protested during an event, the results of this protest must be noted.

Log books must be presented to any Rally official upon demand. The Chief Scrutineer of any event may hold all log books until the close of impound to ensure vehicle damage is recorded properly.

Safety-related damage during an event must be reported to the Chief Scrutineer for entry into the log book.

CASC Vehicle History Log Books are to be accepted at all SCCA events.

All vehicles which are involved in any rollover, contact (metal to metal) between competitors, contact with other objects (trees, bridges, large rocks) or potential injury to a competitor must be reported to event officials. The log book must be noted and an accident report and/or injury report must be filed.

Any violation of section 10 will subject the competitor to License Suspension and/or fine of up to $250.00.

11. SUPPLEMENTARY REGULATIONS

Each SCCA National PRO Rally shall have supplementary regulations covering areas NOT specified in these Rules and adding to rules contained herein.

The supplementary regulations for an SCCA National PRO Rally shall include information such as schedules, local maps, local laws concerning vehicle preparation, (i.e. headlights and bumpers) awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction "exception" has been granted by the PRO Rally Office, supplementary regula-

tions may not alter or contradict the National PRO Rally Rules. If such contradictions occur, the National PRO Rally Rules shall take precedence over the supplementary regulations.

Supplementary regulations shall be mailed by first class mail to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event.

12. THE EVENT

In order for an event to be eligible for National PRO Rally Series sanction, it must meet the following standards.

12.1 Description

The PRO Rally Office requires that events in the National PRO Rally Championship Series follow a stage rally format. The stage format is a series of driver's sections connected by a series of low speed transit runs.

12.2 Speeds

Maximum speed assigned to any transit section will be at least 10 percent under the maximum legal posted limit of the state through which the rally runs.

Any stage road on which traffic will be controlled for the duration of the rally will have a zero target time assigned for scoring purposes.

12.3 Length

The minimum overall length of a National PRO Rally is 250 miles. There must be a minimum of 100 miles of stages.

12.4 Starting Order

The starting order for entrants on all National PRO Rally events must be determined by a seeded draw using the mandatory seed groups listed below. Competitors must enter and compete in the highest seed group for which their qualifications make them eligible. Group A and Production GT cars must not start the event before Open cars in the same seed. Production and Group N cars must not start an event before Production GT and Group A cars in the same seed. For seeds 4, 5, 6 all classes may be combined in lieu of the above pre-

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scriptions. The National PRO Rally series chief steward may change the starting order for safety reasons. The time, place and method of draw must be stated in the event's supplementary regulations. A listing of all competitors qualified for Seeds FIA 1, 2, 3, 4, 5A and 5B will be provided to each organizing committee by the SCCA Rally Department. Re-seeding within seed groups is allowed at any time convenient to the organizer.

The mandatory seed groups and qualifications therefore are:

Seed FIA — FIA International seeded drivers. FIA listed events will draw FIA "A" drivers and "B" drivers as separate seeds. SCCA National PRO Rally events will draw FIA "A" and "B" drivers as one seed.

Seed 1 — Drivers have accumulated thrityfive (35) or more seeding points in their best five (5) events during the current calendar year and/or the two (2) previous calendar years.

Seed 2 — Drivers having accumulated ten (10) or more seeding points during the current calendar year and/or the two (2) previous calendar years.

Seed 3 — Drivers having finished two (2) times in the top fifteen (15) places in an event for which seeding points are awarded, during the current calendar year and/or the two (2) previous calendar years.

Seed 4 — Drivers having finished one time in the top 50% of the finishing field in an event for which seeding points are awarded, during the current calendar year and/or the two (2) previous calendar years; or having finished one time in the top two (2) places of a Coefficient 3 Divisional PRO Rally in the current calendar year and/or the previous two (2) calendar years; or having finished one time in the top fifteen (15) places of an event for which seeding points are awarded, in the current calendar year and/or the two (2) previous calendar years.

Seed 5A — Drivers having finished two (2) events for which

seeding points are awarded in the current calendar year and/or the two (2) previous calendar years.

Seed 5B — Drivers having finished one (1) event for which seeding points are awarded in the current calendar year and/or the two (2) previous calendar years.

Seed 6 — All other drivers. All Seed 6 competitors must attend a mandatory Steward's Briefing prior to the start of any SCCA National PRO Rally event in which they are entered.

Seeding requirements must be maintained for a competitor to remain in a seed.

In NO case may a competitor lose more than one seed group from the highest seed group which they have ever attained. Any seeded competitor who does not finish a National PRO Rally over a two year period will be dropped from the seeded drivers list. Re-entry onto the seeded drivers list will be handled on a case by case basis.

Seeding points are awarded at all events which count towards the National Championship. Drivers earn seeding points by finishing in the top fifteen (15) overall positions in any SCCA National PRO Rally. Points for each finish position are awarded on the same basis as the SCCA National PRO Rally Championship Series. (i.e., 1st-20 points, 2nd-15 points, etc.)

U.S. Residents must be current members of SCCA to be placed on the Seeded Drivers List. Non-FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to the event organizer to assure proper seeding. The foreign competitor will be placed in a seed group at the discretion of the event organizer and the PRO Rally Office.

All FIA, 1, 2, 3 Seeded Drivers who have entered any national series event before the seeded draw will be guaranteed a starting position for that event. All other entries will be selected based on their seed group.

The seeding list will be updated by the PRO Rally Office after each sanctioned National PRO Rally. Seeding positions can be bettered, but not reduced, during the calendar year.

12.5 Route Book

A. All National PRO Rally events must use the standard Route Book format as described in the current PRO Rally Rules for Organizers:
   1. Top Information Area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, title of stage, etc.)
   2. Page Columns (reading from the left margin):
      Column 1 —Numerical line reference number, beginning at the number "1" and numbered consecutively throughout the route book.
      Column 2 —Overall accumulative official mileage from the start of the rally or the last point at which mileage was zeroed.
      Column 3 —Interval mileage from the preceding instruction.
      Column 4 —A map diagram (tulip or alpine) showing the correct route at all instructed intersections.

Column 5 —Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).

Column 6 —Decreasing remaining mileage from each instruction to the end of the transit or stage.

3. Bottom Information Area: Gives the mileage to the next instruction of the following page.

B. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. The object of the National PRO Rally Series is to offer a driver challenge, course following is to be easy as possible.

C. Course arrows and banners, although highly recommended, are supplemental to the Route Book and shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, the route book will prevail.

12.6 Practice and Pace Notes

Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check. All competitors shall be given their instructions an equal amount of time before they are due to start the portion of the rally to which they apply.

Practicing in the area of an event shall be banned for a period of 90 days prior to each National PRO Rally. The penalty for violation of this regulation shall be a mandatory one year suspension of the competitor's FIA and/or National PRO Rally License(s).

Practicing is defined to be reconnaissance of the rally route in any vehicle, whether driver or passenger.

Pace notes shall be banned on National PRO Rallies and each event shall be required to conduct at least one control to check for the presence of pace notes in competing cars. The penalty

for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory six-month suspension of their FIA and/or National PRO Rally License(s), and immediate disqualification from the event.

Pace Notes are defined as notes on the route prepared in advance. Notes prepared during competition are not considered Pace Notes.

12.7 Stages

The definition of a stage and its regulations are given below:

A. The stage must be identified in the route instructions, with mileage for the start and finish control.
B. Competitors shall be allowed to start the stage at the 00 hundredth mark of their Time Out Minute.
C. Competitors must start the stage on separate minutes.
D. All intersections within a stage shall be controlled by a marshall (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).
E. There shall be no habitation within the stage unless the occupants consent in writing.
F. The road chosen as the stage shall be of such a nature that it is virtually impossible to sustain a speed in excess of legal maximum speed and shall be suitably marked to prevent incorrect course following.
G. During stages, both driver and co-driver must properly wear the helmets and driving suits inspected at Scrutineering (Article 9.J).
H. The occupant restraint system required in Article 9.K of the Rules must be worn at all times during the event.
I. Windows in the driver and co-driver doors must be rolled-up during stages. Window safety nets must be used in lieu of having windows rolled-up during stages. (See Appendix Y, Proper Window Net Installation.)
J. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by

the series chief steward to delete the stage from final event scoring.

K. Competitors will not drive a stage road in the opposite direction of the rally route while the stage is open for competition.

12.8 Controls

A. All Controls must be noted in the route book, except Observation Controls which must not be referenced in the route book.

B. All National PRO Rally events must use four control types as defined below:

1. Main Time Controls
   Must be used at the start and finish of the rally and at all locations where a time-of-day restart is given. There are two types:
   a. An Out Main Time Control is used to start each section. Contestants enter the control in the minute preceding their out minute and are given their timing sticker at the exact out time. The timing sticker contains an out time but no in time.
   b. An In Main Time Control is used to end each section. Contestants may arrive early and request the correct time. The control crew will give the contestants any minute requested if that minute has not already passed. The timing sticker contains an in time, but no out time.
2. Start Controls
   Must be used at the start of each special stage. Contestants must have a proper minute to arrive at these controls from an out time given at the preceding Main Time Control, Finish Control or Route Control. Although contestants may stop within sight of these controls, they must be timed in when they cross the timing line of such a control. Such in times will be scored to the minute; however, it is recommended that times still be given

to the second to aid in resolving timing disputes at the end of the event. All Start Controls must give not only an in time, but also an out time at which the contestant will be started on the stage. This out time must be at a minimum two (2) minutes after the in minute unless this would result in two or more cars being given the same out minute. In such cases, the second car would be given three minutes and so on. Provisions must be made for co-drivers to walk up to the control to get their in time when any situation occurs that blocks the control and prevents competitors from driving across the timing line.

3. Finish Controls
   Must be used at the finish of each special stage. Contestants must be timed to the second as they cross the timing line and then have adequate distance to stop safely at the timing car. The control must be laid out and staffed in such a way that contestants do not have to leave their cars in order to get their timing stickers. All contestants must be given an out time from the control that is at a minimum two (2) minutes after their in minute unless this would result in two or more cars being given the same out time. In such cases, the second car would be given three minutes and so on. Cars should depart finish controls as rapidly as possible to avoid possible injury from a fast approaching car.
4. Observation Controls
   Must be used to check for contestant violations of state laws (especially speeding) in transit sections, contestant's use of "pace notes" in special stages and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from the preceding control; however, the use of radar is preferred if available. When used to check for "pace notes," it should be located coincident with a Start or Finish Control. In any event, some type

of sticker must be given out at all Observation Controls to verify the contestants' passage.

Each event shall have at least one Observation Control for the purpose of determining if competitors' cars are adhering to state motor vehicle codes. Competing cars determined to have violated these Rules shall be disqualified.

C. Route Controls are optional for National PRO Rally events, but may be used without a sanction exception being required. This type of control is located within a transit section and effectively divides the transit section into two parts. Its purpose is to control service time and contestant speeding in transit sections containing a service area. Route Controls should time all contestants in to the second (although only the minute will be scored) and assign out times that will normally be two minutes after the in minute.

D. All events in the National PRO Rally Series will use the following control signs, located as described below:

No. 1 At start controls: Placed some distance before the "clock" location. Signifies the start of the control zone and the actual in timing line.

At main time controls-in: Placed some distance before the control vehicle location. Signifies the start of the control zone.

At observation controls: Placed some distance before the control vehicle. Signifies the start of the control zone and the actual in timing line if an observation control timing system is in use.

No. 2 At all controls: Placed at the location where timing entries will be issued, usually the site of the control vehicle.

No. 3 At start controls only: Placed at the exact starting line for the stage. This also signifies the end of the control zone.

No. 4 At finish controls only: Placed at the exact flying finishing for the stage.

No. 5 At finish controls: Placed some distance past the No. 2 sign to signify the end of the control zone. Use of this same sign to define the end of the control zone, is optional at main time and observation control sites.

E. No other types of controls may be used without a sanction exception.

F. Competitors must stop at all controls, in the order designated in the route book, and have their time recorded.

G. Each control shall be equipped with at least two accurate time pieces.

H. Control zones are defined as follows:
Start Control: Beginning with the Gate Sign and ending with the Furled Flag.
Finish Control: Beginning with the Flying Finish Sign and ending with the Cross Bar Sign.
Main Time,
Observation,
and Route
Controls: Beginning with the Open Gate Sign and extending 100 yards past the Clock sign.
A control zone is considered a Parc Farmé (see 12.8H). Competitors will be considered to be in the control zone the moment they check into the Control, whether or not their car is within the physical boundaries of the Control zone. A ten (10) minute penalty will be assessed for each violition of this rule.

I. Should a Control NOT be in place, or a stage becomes a transit, the elapsed time to the next control which is in place shall be: the sum of the Route book transit times and a number of minutes equal to two (2) times the stage mileage rounded up to the next whole minute. In instances where a stage becomes a transit, the finish control, if in place, should be ignored and competitors shall continue to the next control that is in place.

J. Should a blockage occur at a Start or Main Time Control and the competing crew is unable to reach the timing line

with their vehicle, the co-driver must cross the timing line on foot, during their correct arrival minute, and declare their in-time at the clock sign. Failure to do so will result in an early or late time assessment.

K. Parc Fermé-Parc Exposé

1. Parc fermé - "closed park"

This is the place where the Competitor is required to bring his car(s) as stated in the Supplementary Regulations.

Inside the Parc Fermé, only the Officials assigned to surveillance may enter. No operation, checking, tuning or repair, including tire changing, is allowed unless authorized by the same Officials. The minutes needed to make these authorized repairs will be assessed the same as late minutes on a transit section.

The Parc Fermé is mandatory in those Competitions in which scrutineering is provided for.

The Supplementary Regulations of the Competition shall specify the place where the Parc(s) Fermé(s) will be set up.

The Parc Fermé must be in close proximity to the finish line/start line, if such is provided for. At the end of the special stage covered, the area between the finish line and the Parc Fermé entrance shall be placed under the Parc Fermé Regulations.

The Parc Fermé shall be of adequate dimensions and well closed off to ensure that no unauthorized persons may gain access while cars are in the enclosure.

The surveillance shall be carried out by Officials appointed by the Promoters.

These Officials are responsible for the operation of the Parc Fermé and only they are authorized to give orders to the Competitors.

The control areas of rallies will be considered as a "Parc Fermé". No repairs or assistance may take place within the control area.

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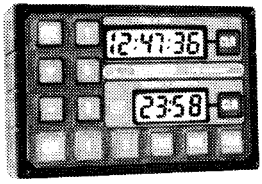

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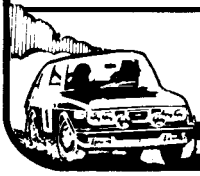

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2. Parc Exposé - "Open Park"

   This is the place where the Competitor may be required to bring his car(s) as stated in the Supplementary Regulations.

   Inside the Parc Exposé anyone may enter. Any operation, checking, tuning, or repair is allowed.

   The Parc Exposé may be required by the Supplementary Regulations which shall specify the time and place where the Parc Exposé will be located.

   The Parc Exposé should be in the same place as the Parc Fermé to avoid the need for competitors to move their car(s).

   The Parc Exposé is under the control of appointed Rally officials who are authorized to give orders to the competitors. The Parc Exposé may become a Parc Fermé at a time specified in the Supplementary Regulations.

3. Competitors may be required by the organizer to report to the Parc Fermé or Parc Exposé no sooner than 6 hours before the event.
4. Vehicles must leave the Parc Fermé or Parc Exposé under their own power.
5. Repairs or refueling in Parc Fermé is prohibited prior to the start of the event.
6. If the organizers of an event in a Parc Fermé consider that a car is so defective that there may be a risk that normal road traffic may be affected, the car must be repaired in the presence of a rally official. The minutes needed for repair will be penalized the same as late minutes on a transit section. If the competitor cannot present the car in a road worthy condition to the Main Time Control during the proper starting minute a new starting minute will be assigned to keep the competitor from trying to regain the minutes lost.
7. Leaking fuel systems must be repaired in the presence of a rally oficial. The minutes needed for repair will be penalized the same as late minutes on a transit section.

12.9 Time Assessments

The following time assessments will apply to all SCCA National PRO Rallies:

A. 1 second for each second taken to traverse a stage.
B. 1 minute for each minute early or late at a Start, Route or Main Time Control.
C. 2 minutes for starting a stage before the starter has given the signal to "GO".
D. 1 minute for every mile per hour over 5 mph above the speed limit.
E. 5 minutes and/or discipline per section 15.3 for unreasonable delay of another competitor on a stage road.
F. 5 minutes for initial traffic citation, exclusion for additional citation.
G. 10 minutes or exclusion, at the discretion of the Event Chairman or National PRO Rally Series Chief Steward, for refusing reasonable directions from a rally official.
H. 1 minute of "MPL" (Maximum Permitted Lateness) will be accumulated for each whole minute of late arrival at a Main Time or Start Control and for each whole minute taken in excess of the lateness (or "bogey") time listed in the route book for each stage. MPL cannot be reduced by early arrival at controls. The MPL for each section of the rally will be 30 minutes. More than 30 minutes MPL will cause a competitor to be disqualified and may only be enforced at the end of a section.
I. 1 minute of "MPE" (Maximum Permitted Earliness) will be accumulated for each minute of early arrival at a Main Time or Start Control. MPE cannot be gained on stages and cannot be reduced by late arrival at controls. The MPE for the entire rally will be 10 minutes. More than 10 minutes MPE will cause a competitor to be disqualified.
J. For a competitor to be scored he must have completed the entire course under his own power. Vehicles not completing the entire course will be assessed a ten (10) minute penalty for each violation. To complete the entire course a competitor must follow the instructions as prescribed in the

route book in the order prescribed. An instruction consists of all columns of a numbered line in the route book.

K. When a special stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the steward(s) consider that the slowest time set is abnormal, he (they) may chose a time that seems most suitable amongst the four slowest times set prior to the stoppage. No competitor who is totally or partially responsible for the stoppage of that stage may benefit from this measure.

The event organizer has the right to correct whole-minute timing errors.

All official time assessments shall be recorded in Minutes and Seconds. Scores shall be displayed in Hours, Minutes, and Seconds and total scores shall be posted in Hours, Minutes, and Seconds.

12.10 Course Opening and Closing

Each National PRO Rally shall employ a minimum of one (1) course opening vehicle to precede the first competitor on the route by a minimum of thirty (30) minutes. NO competition vehicle will be allowed to begin any special stage before the course opening vehicle has cleared the stage and declared it open for competition.

Every PRO Rally Series Event shall also utilize at least one (1) sweep vehicle for the purpose of control closing. Another vehicle(s) must be assigned to aid competitors.

12.11 Force Majeure

While event organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. The obstruction is "Force Majeure".

Such unexpected obstructions are generally the result of three conditions: 1) Conditions of Force Majeure, 2) Conditions created by competition error, 3) Conditions created by organizer error.

Claims arising from conditions created by (3) organizer error, may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of (1) Force Majeure or (2) Competitor error, are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per the PRO Rally Rules, or deny the organizer's rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field.

12.12 Service Crews and Servicing

Servicing is defined as either any repair or maintenance of a competing vehicle by any individual other than the driver or co-driver; OR repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car.

A. Servicing is only allowed at the times and locations designated in the Route Book. Servicing at other locations on or off the route is forbidden. (This is not intended to exclude normal refueling performed by a regular service station attendant.)

B. Each service vehicle and all members of the service crew must register with the organizer and sign the SCCA Waiver and Release. Service Vehicle identification, corresponding to the competition vehicle or vehicles, must be placed on the right front door of the vehicle so as to be visible from an "O" control. Servicing by unregistered people is not permitted.

C. Service vehicles are required to carry a fire extinguisher in accordance with Section 9. Any time service is being performed the fire extinguisher must be out of the service

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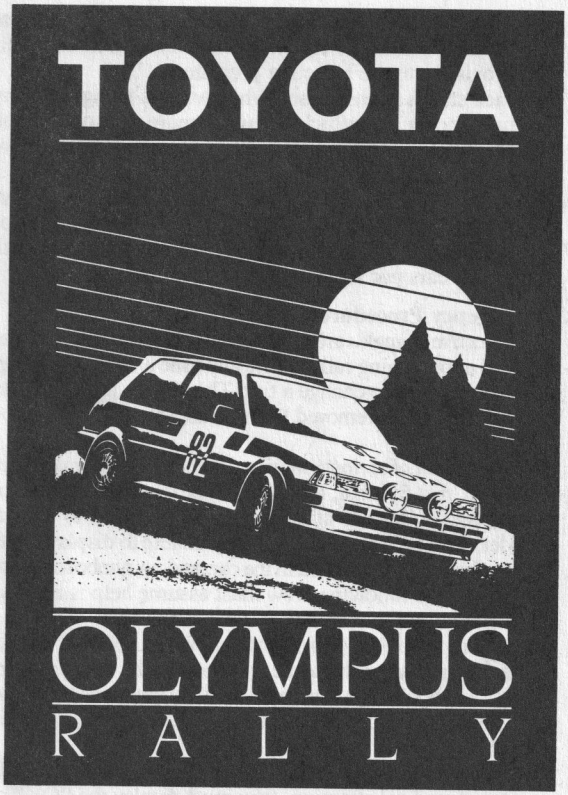

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vehicle, readily available. During refueling one crew member shall have the fire extinguisher in hand in close proximity to the refueling procedure.

D. Jack stands must be used when work is being performed underneath any vehicle, or when more than one wheel is off the ground. The jack stand must support the portion(s) of the vehicle on which the work is being preformed.

E. Service vehicles must follow their designated route and stop at all Observation Controls encountered. Failure to do so will result in a penalty to the corresponding competition car or cars per Appendix C of these regulations.

12.13 Emergency Procedures

Reflective triangles are to be set out at a minimum of 20 yards toward approaching rally traffic any time a vehicle is stopped on a stage, even to change a tire. They are to remain in place until the vehicle is removed from the area and must be removed at that time.

In the event of serious injuries the competitors are to display the Red Cross Symbol, found inside the back cover of the route book, and following competitors are required to stop and render aid. If the crew is physically unable to display the Red Cross Symbol, i.e. trapped in the car, and no symbol or triangle is visible, the following crew must assume help is necessary and is required to stop.

If there is no Red Cross available at the scene of the accident the first car on the scene will provide the Red Cross from their route book. The first car to arrive at the scene must assess the situation, render aid and contact the emergency services net.

If a crew is stopped in a stage, unable to continue, but do not need medical attention, they must display the "OK" sign found on the opposite side of the Red Cross to following rally cars.

The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must

obtain an SCCA Report of Motor Vehicle Accident Form from the SCCA PRO Rally series chief steward or the organizer and file it within ten (10) days with the SCCA PRO Rally National Office. Failure to do so will result in a license suspension and/or fine of $100.00.

Failure to post warning devices, misuse of the Red Cross, failure to stop if the Red Cross Symbol is displayed, or failure to file an accident report is reason for immediate exclusion from the event and/or possible reprimand from the SCCA PRO Rally Office, per section 15 of these Rules.

12.14 Vehicle Impound

The first place vehicle in the Production, Production GT, Group A, and Group N classes will be impounded for inspection at the conclusion of the event. Other vehicles may be selected by the SCCA PRO Rally National series chief steward. The entrants of these vehicles must make a representative available at the time and place specified in the event supplemental regulations or event addendum for further instructions. Competitors will be disqualified if:

A. they fail to follow the impound instructions of the SCCA PRO Rally National series chief steward or his designee

or

B. the vehicle is found to be illegal.

The competitor shall be responsible for performing the disassembly, reassembly and resulting expense for any inspection to confirm vehicle legality, ordered by the SCCA PRO Rally National series chief steward or his designee.

12.15 Prize Fund and Awards

The event prize fund which must be paid to competitors at each event shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the supplemental regulations for each event.

12.16 Results

Official results, on the SCCA PRO Rally results form,

shall be mailed to all entrants, both driver and co-driver and the SCCA PRO Rally Office within 15 days of the event. These results must include a break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include a designation between Open, Standard Production, Production GT, Group A, and Group N vehicles for finishers and non-finishers.

Complete provisional control-by-control scores shall be posted for all finishers not more than two hours after the arrival time of the last finisher at the last control. Scores shall be signed by the Chairman and declared official 30 minutes after the provisional scores are posted.

Once the results have been properly declared official they may not be changed, even if an error should later be discovered. Only the results of claims filed during the 30 minute time period may alter the scores.

13. CLAIMS

The right to file a claim lies with any competitor who may consider himself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event. The Event Steward may also file a "class action" claim for any violation of the National PRO Rally Rules or the Rules for Organizers.

All claims shall be settled by a three member committee, consisting of the Event Steward (or his designated authority) and two other members, selected by him. The Steward shall act as Chairman of the Claims Committee.

The Steward shall also choose two alternates to serve on the Claims Committee. These alternates are to substitute in case of the unavailability of, or involvement in a claim by, a designated Claims Committee member. In the event that the Steward files a claim, he must appoint a temporary Chairman, and excuse himself from the Committee while the claim is being resolved. The Steward, the Claims Committee members

and the alternates all shall be announced prior to the start of the event.

Claims must be submitted to the Steward on the official SCCA Claim Form and be accompanied by a $50.00 fee, in cash, per item. These forms will be avilable at the final M.T.C. IN. The fee may be returned if the claim was submitted in good faith, regardless of its disposition. All decisions of the Claims Committee shall be reduced to writing and a copy of the written answer will be given to the claimant.

Monies from claims which are denied and which are kept by the claims committee shall become the property of the event.

A. Claims Against the Conduct of the Event:
Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final Main Time Control. Claims prompted by the posting of provisional scores shall be submitted within thirty (30) minutes of the posting of those scores and must be based on information contained in those scores.

B. Claims Against Competitors:
Claims submitted *against the actions of another competitor* must be submitted within one hour of the contestant's in time at the final Main Time Control.

A claim *against the legality of a competition vehicle* shall be lodged no later than the close of scrutineering. The Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event.

C. Claims Within the Production and Appendix J Classes:
The claimed competitor shall be notified of the claim and be given the option to change to the Open Class before the start of the event. Any vehicle found by the Claims Committee to be in violation of Appendix A (Production

Classes) or The Sporting Code Appendix J "Article 255-Specific Regulations for Group A" or article 254 "Specific Regulations for Group N" in the Federation Internationale de l' Automobile year book (Group A and N) shall be disqualified. The burden of proof of violation of Appendix A or Appendix J will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and reassembly. This cash bond shall be at a minimum $200.00.

If, upon inspection, the vehicle is found to conform to Appendix A (Production Classes) or Appendix J (Group A and N) the claimant shall forfiet the bond which shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation of Appendix A (Production Classes) or Appendix J (Group A and N) the claimant's bond shall be retuned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its Production, Production GT, Group A or Group N class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Claims Committee at the end of an event with the exception of Automatic Penalties listed in Appendix C of these rules.

14. APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Claims Committee.

A written notice of intention to appeal must be given to the Event Steward within thirty (30) minutes of the announcement of the decision of the Claims Committee. A written notice of appeal, and including an appeal fee of $200.00, shall be

received by the SCCA PRO Rally office within ten (10) days after the announcement of the Claims Committee's decision. An appeal may be withdrawn without penalty only with the approval of the PRO Rally office.

An appeal will be heard by a Court of Appeals appointed by the SCCA PRO Rally Office to consider its merits. The Court of Appeals will render a final decision within fifteen (15) days of the receipt of the written appeal.

Appeals that are upheld may alter the official results of an event but will NOT affect the disposition of cash awards and trophies already presented by the event's organizers.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee which may be forfeited if the Court of Appeals does not find for the appellant. A minimum of twenty five dollars ($25.00) will be kept by SCCA on all appeals filed.

15. CONDUCT OF CONTESTANTS

15.1 Required Conduct

Every contestant shall conduct himself in a gentlemanly and sportsmanlike manner at all times during an SCCA National PRO Rally in his dealings with the public, with other contestants and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event, will be severely disciplined and immediately removed from the event, by the Event Chairperson, the Series Chief Steward or the PRO Rally Manager.

15.2 Charges

Any contestant charged with an offense under this Article shall be fully appraised of the charges and afforded an opportunity to answer them in writing to the SCCA PRO Rally Office.

15.3 Discipline

Any contestant so charged who in the SCCA PRO Rally Office's judgement is guilty of ungentlemanly or unsportsmanlike conduct or other reprehensible behavior shall be

disciplined by the PRO Rally Office. Discipline shall take such of the following forms as the PRO Rally Office may deem to be commensurate with the nature and gravity of the offense:

A. A private letter of warning shall be written by the PRO Rally Office to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in sterner disciplinary action; or

B. A letter of censure shall be issued, with or without notice to the SCCA member, setting forth his breach or breaches of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further partication in SCCA PRO Rallies for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or

C. Suspension from the SCCA PRO Rally program up to a period of one year from the date of the offense; and a $500.00 fine; or

D. The SCCA PRO Rally Office shall recommend to the Board of Directors that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

16. ANNUAL NATIONAL PRO RALLY SERIES CHAMPIONSHIPS

16.1 Driver and Co-Driver

Each year the SCCA shall recognize National PRO Rally Series Championships in two categories which shall be known as Driver and Co-Driver. Competitors in the Open Class, Production Classes, Group A and Group N shall also be eligible for separate Championships for Drivers and Co-Drivers. The National PRO Rally Series Championships shall be determined on the basis of points earned in all sanctioned point events. Drivers and Co-Drivers championship will be scored on the

basis of all events except one in an eight (8) event series or less or on the basis of all events except two in a nine (9) event series or more.

The series overall championship will be determined by the Driver and Co-Driver who accumulate the most number of points in the overall category.

In case of ties in final point standings, they will be resolved according to each competitor's record of first-place finishes, then if necessary, the number of second-place finishes, then if necessary, the number of third-place finishes, and so on, down to 10th position. All events entered will be considered for tie breakers.

Points shall be awarded to both Driver and Co-Driver of each starting vehicle based on the vehicle's overall finishing position as follows:

First	20 points
Second	15 points
Third	12 points
Fourth	10 points
Fifth	8 points
Sixth	6 points
Seventh	4 points
Eighth	3 points
Ninth	2 points
Tenth thru Fifteenth	1 point

Competitors in the Production Classes and in Group A and Group N will also receive points earned for separate championships based on their finishing position within class. The same points system will be used to calculate standings in these championships.

Points earned in one category or class are not transferable to any other category or class. The SCCA PRO Rally Office shall annually determine the number of national awards to be presented to the National PRO Rally competitors in each category and class and the place and time of the annual awards ceremony.

16.2 **Manufacturer**

There shall be competitions for all automobile and tire manufacturers, domestic and foreign, in National PRO Rallies for Overall, Open, Standard Production, Production GT, Group A and Group N classifications. The winners shall be the marques compiling the highet total points. National PRO Rally Manufacturer points shall be scored 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 in Overall, Open, Production, Production GT, Group A and Group N classes except that only the best-placed car of each marque shall receive points.

Manufacturer's Championships shall be determined on the basis of points earned in all SCCA National PRO Rallies.

The Marque which receives the highest number of points regardless of the class in which it is entered shall be the overall series champion. Points may not be transferred or combined amongst classes.

In case of ties in final point standings, they will be resolved according to each marque's record of first-place finishes, then, if necessary, the number of second-place finishes, then, if necessary, the number of third-place finishes, and so on, down through tenth place.

17. **NORTH AMERICAN RALLY CUP**

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this cup must be Canadian or SCCA National Championship events designed eligible by each sanctioning body on their calendar for the current year. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

17.1 The Drivers and Co-Drivers Championship shall be based on the following:

A. points are accumulated based on overall finishing positions at events entered

B. a competitor may count their best six(6) events in the series

C. competitors must score points in both countries but may only count four(4) events within the home country. Points awarded per 16.1.

17.2 North American Rally Cup for Manufacturers

This Cup for Manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

A. If the winning make of automobile is not manufactured in North America, the Cup will be received by the appointed distributor or agent.

B. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make, per the schedule in 16.2 above, in all events qualifying per Section 17.

C. The vehicle need not be the same model or year to be considered the same (i.e., the Cup will determine the make of automobile winning the most points such as Ford versus Chevrolet not Ford Capri versus Ford Escort, etc.).

18. To Constitute a Class

To constitute a class for Driver and Manufacturers Championships in the SCCA National PRO Rally series there must be at least three cars entered at each national series PRO Rally for which seeding points are awarded.

APPENDIX A

PRODUCTION CLASSES

DEFINITION

The purpose of the production classes is to provide an opportunity for rallyists to compete in SCCA National PRO Rallies utilizing automobiles whose preparation is limited to improving their safety and reliability. There shall be no guarantee or commitment that cars selected for the Production Classes will be recognized beyond the current year, or that all eligible vehicles can, or will, be equally competitive.

AUTOMOBILE ELIGIBILITY

Unless otherwise stated in the National PRO Rally Rules, cars selected shall be standard models as sold in the U.S. A "model" is a basic manufacturer's designation (e.g. Dodge Shelby Charger, Dodge Omni GLH, Volkswagen Golf GTI, Ford Mustang SVO, Chevrolet Cavalier Z24; a model is a specific vehicle not a general category). Selected cars shall be the current model year and previous six model years. No updating or backdating of cars, models, and/or components is permitted. Additions or deletions of automobiles shall be at the discretion of the SCCA PRO Rally Office.

Vehicles titled as "assembled" or "shopmade" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the Production Class Rules for that model year. The Vehicle Identification number for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN Plate or as the assembled title number stamped in the firewall. Production Class eligibility lists are a separate Appendix to these rules and are available from the SCCA National PRO Rally Office upon request.

SAFETY EQUIPMENT

All cars must be equipped with the safety equipment required for Open Class cars and must pass the same safety inspection. Roll cages must be contained entirely within the driver/passenger compartment, except for the extension of bracing used to reinforce suspension mounting points as permitted in Section 9 Suspension. Roll cage bracing is also allowed to extend through the rear of the cab of a pickup truck.

SHOP MANUAL AND SPECIFICATION FORM

Each entrant must have an official factory shop manual for his vehicle and present same at scrutineering. The manual must also be made available in case of any inspections or claims. Competitive vehicles which do not present a shop manual at scrutineering will be scored as a DNS.

Each entrant must have a completed "Production Class Specification Form" for the Model Year of the vehicle to be used in the event. Specification forms are available from the PRO Rally Department, SCCA National Office.

Specification Forms must be current, and all vehicle modifications to the original factory specifications must be noted on the Specification Form (i.e., different radiator, alternator, etc.). The Specification Form must be retained by the entrant as a permanent part of the vehicles records. At all events the entrant will be required to present the specification form at scrutineering. The specification form must be kept available for public inspection and presented upon demand by a rally official. Failure to produce a completed specification form will subject the entered vehicle to being moved to the open class for that event.

The Production Class Specification Form will be used as the source of information for vehicle inspections. In case of conflict between the Specification Form and the official factory shop manual, the official factory shop manual will take precedence.

VEHICLE PREPARATION

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options, except as required

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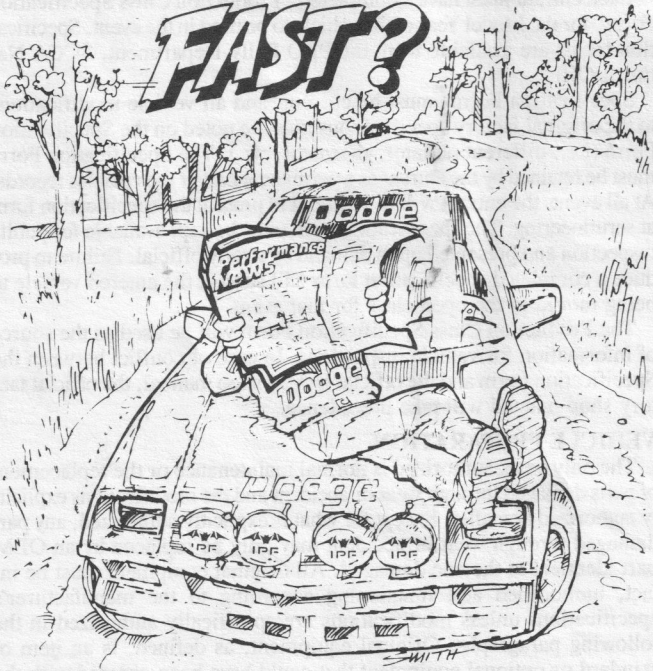

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by factory directives, no matter how common, are not included in this definition.

AUTHORIZED MODIFICATIONS

All items which are not specifically allowed or referred to as "free" in this section must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are premissable.

1. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector and the bulbs. The mounting of not more than four additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorized provided they will only switch on when reverse gear is engaged.

The mounting of maneuverable search-lights is prohibited.

2. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are free.

A single engine oil cooler and necessary fittings may be added.

3. Induction

The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements which control the quantity of fuel fed into the engine may be changed, but not those which control the quantity of air. Any emission control device, external to the basic engine, may be removed or rendered inoperative. Such alterations must not allow any additional air to be inducted to the engine (i.e., The removal of a vacuum hose from the air cleaner housing

requires the capping off of the hole in the air cleaner housing). The boost is free on Turbo-equipped vehicles. The original air filter (OEM spec's) and air filter housing may not be modified. However, the original ducting to the inlet side of the housing may be moved or modified.

4. **Exhaust**

The exhaust system is free, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver and external to the body, and the noise level must not exceed 86 db when measured at 50 feet to the left of the vehicle during stationary engine run-up to 4000rpm, momentary hold and closed throttle return to idle.

5. **Electrical Equipment**

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is free.

6. **Gearbox**

If, for the same model, different gearboxes are normally offered, they may be used.

7. **Final Drive**

If, for the same model, different final drive ratios are normally offered, they may be used. The use of limited slip differential units is prohibited in Standard Production Class vehicles unless offered by the manufacturer as original OEM equipment. Limited slip differential units are allowed for use in Production GT Class vehicles.

8. **Shock Absorbers**

The make and type are free. However, no addition is allowed and neither their original purpose nor their number may be modified. The original supports may be reinforced but not otherwise modified.

9. **Suspension**

The standard suspension components and mounting points

may be reinforced. The material and dimensions of the spring are free except that it must be located in the standard position and fit the standard mounting points. The standard spring mounting points may be reinforced. The roll cage may be used to brace the vehicle's suspension.

MacPherson Strut or similar suspensions:

1. Inserts are free.
2. The entire strut housing is free provided the original mounting points, suspension angles, dimensions and all possible adjustments are identical to the original. The material must be comparable.
3. Springs must mount in the original position and must not be adjustable.

10. Wheels and Tires

Wheels and tires and free so long as the wheels do not exceed 6" in width or the stock width whichever is greater. They must bolt to the standard bolt pattern, and fit under the coachwork without modification. The use of adaptor plates is forbidden unless they are OEM equipment. Tires must be street legal within the state where the competition is being held. Street legal in most states normally means 2/32" of tread measured at the wear bars. Mud flaps of flexible material, which do not improve the aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

11. Brakes

The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of the friction surface remain unchanged. The material of the linings is free.

Servo-assistance and pressure lining valves are only permitted when standard or a manufacturer's regular production option for the model. If servo-assistance is standard, the servo device may be disconnected and removed. Rerouting of brakes and fuel lines is permitted. Fuel lines which pass through the

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passenger compartment must be as prescribed in Section 9.2 of these Rules.

12. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

13. Fuel Cells

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is free. Fitting of such cells must conform to item 9.L - Scrutineering.

14. Motor Mounts

Motor mounts are free so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

15. Supplementary Accessories

Supplementary accessories are authorized without restriction provided they have no influence whatsoever on the behavior of the car, such as those concerning the aesthetics or the inside comfort (lighting, heating, radio, etc.), or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following is authorized:

a. Nuts and bolts may be freely exchanged and locked by any means.
b. The mounting of additional gauges, meters, etc.
c. The horn may be changed or an extra one added-at the disposal of the co-driver if wished.
d. Extra relays, switches, wiring, and fuses may be added to the electrics.

e. The original accelerator cable may be replaced by another one whether supplied or not by the manufacturer.
f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a tool box,additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.
g. Filler caps may be locked by any means.
h. The steering wheel is free.
i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.
j. Cruise control systems may be removed.
k. Anti-theft systems may be removed.
l. The air condition compressor, condensor, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.

16. Coachwork

None of the normal elements of the coachwork (dashboard, all inside quiltings, whatever their location), and none of the accessories normally mounted by the manufacturer may be removed or replaced. However, the modifications authorized in the preceding paragraphs, such as those necessitated by the addition of a windshield washer (drilling of a hole into the hood) will be allowed.

Transparent parts must, in case of damage, be replaced by others identical in all aspects to the original one.

Carpets and their associated padding may be removed.

The front seat(s) may be replaced with any suitable seat(s).

Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced.

17. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is free.

18. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Overboring for the use of oversize pistons is prohibited.

19. Canadian Vehicles

Canadian Production Class Vehicles prepared to CASC specifications will be allowed to compete in SCCA PRO Rally Production Classes provided the entered vehicle complies with Article 9. Scrutineering and Article 7.8 Vehicle Identification, and they appear on the vehicle eligibility list provided by SCCA. Batteries must be mounted according to CASC specifications.

APPENDIX B

Group A

Group A eligibility is determined by Articles 251, 252, 253 and 255 of Appendix J to the current FIA International Sporting Code. The FIA International Sporting Code is available from the SCCA National office.

Group N

Group N eligibility is determined by articles 251, 252, 253, 254, 255 of appendix J to the Current FIA International Sporting Code. The FIA International Sporting Code is available from the SCCA National office.

APPENDIX C

SUMMARY OF TIME ASSESSMENTS AND PENALTIES

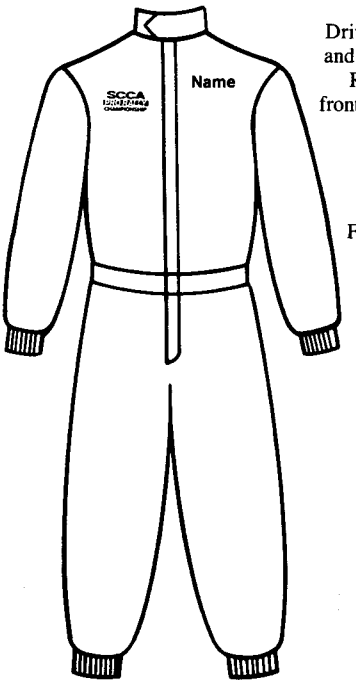
ARTICLE REF.	DESCRIPTION	TIME	DNS	DNF	OTHER
7.1	Entry Blank		*		
7.2	Number of Crew			*	
7.3	Competition License		*	*	
7.5	Registration		*	*	
7.7	Liability Releases		*	*	
7.8	Vehicle Identification		*	*	1
7.9	Advertising				6
9.0	Scrutineering		*		2
10.0	Log Book		*	*	8
12.6	Practice and Pace Notes		*	*	
12.7G,H	Stage Safety		*		
12.7K	Driving, Wrong Way				4
12.7I	Window Nets	2 min for each violation			
12.8.B.1	Main Time Control,	1 min for each min early or late			
12.8.B.2	Start Control	1 min for each min early or late			
12.8.B.3	Finish Control	1 sec. per sec. from stage start time			
12.8.B.4	'O'Control, not stopping			*	
12.8D	Route Controls	1 min for each min early or late			

12.8F	Controls In Order		*	
12.8H	Control Zone	10 min for each infraction		
12.8J	Control Blockage	1 min for each min early or late		
12.8.K.4	Service in Parc Fermé		*	
12.8.K.5	R'qd Service, Parc Fermé	1 min per min or fraction thereof		
12.8.K.6	R'qd Service, Parc Fermé	1 min per min or fraction thereof		
12.9A	Stage Times	1 sec.per sec. from stage start time		
12.9B	Start, Route & MTC's	1 min for each min early or late		
12.9C	Early Start	2 min		
12.9D	Speeding	1 min/mph over 5 mph over limit		
12.9E	Delay of Competitor	10 min		4
12.9F	Traffic Citation	5 min 1st	*2nd	
12.9.G	Alcoholic Beverages		*	4
12.9.H	Refusal to Obey Official	10 min	*	3
12.9.I	MPL	See 12.9I for information		
12.9.I	MPE	See 12.9I for information		
12.9.J	Complete entire course	10 min each infraction		
12.12A	Serv. not in Serv. Area	1st 10 min	*2nd	7
12.12B	Serv. Vehicle and Crew		*	
12.12C	Serv. Fire Ext.	$150.00 per infraction		
12.12D	Serv. Jack Stands	$100.00 per infraction		
12.12E	Serv. Vehl @ 'O' Control		*	
12.13	Emergency Procedures		*	4
12.13	Accident Report			9
12.14	Impound		*	
Apdx A	P and GT Classes			5
Apdx I	Identification	50.00 per event		

1. P, GT, A, and N class cars will be moved to the open class without proper identification per 7.8
2. Refer to Article 9, paragraph 3
3. At the discretion of the SCCA PRO Rally series chief steward
4. Reprimand at the discretion of the SCCA PRO Rally Office as per section 15 (conduct)
5. Required to move to the Open Class before event
6. Maximum penalty for refusing to display organizer sponsor advertising is an amount equal to twice the entry fee
7. A first offense carries the additional penalty of $500 cash
8. License Suspension and/or fine (up to $250.00)
9. License Suspension and/or fine (up to $100.00).

APPENDIX I

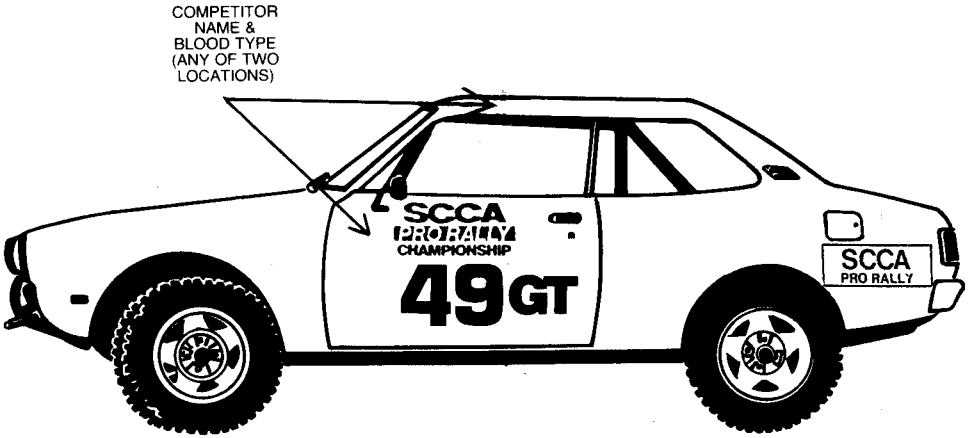
VEHICLE AND DRIVING SUIT IDENTIFICATION



Driver's Name and blood type Required front either side

SCCA Patch (Required) Front Either Side

Effective January 1, 1987 driving suits manufactured of an SCCA approved fire retardant material are mandatory for all competitors in all classes.



CAR NUMBER DECAL ARRANGEMENT

SCCA approved decal must be placed in indicated location
Name and bloodtype must be placed in any of the two locations shown
No other decals or stickers may be located within 6″ on either side of the SCCA PRO Rally logo and numbers.

APPENDIX O

OPEN CLASS RULES

1. All vehicles which have been issued a log book prior to December 31, 1986 for competition in the SCCA PRO Rally National Championship series in any class will be eligible to compete in the open class after December 31, 1986.

2. Any vehicle built as an open class competition vehicle after December 31, 1986 or vehicles which change to open class must meet the following criteria:
   A. All four wheel drive and all wheel drive vehicles are limited to a maximum adjusted engine displacement of 2300 CC.
   B. All two wheel drive vehicles are limited to a maximum adjusted engine displacement of 3500 CC.
   C. All turbo charged and/or super charged vehicles will use 1.4 times the engine displacement to determine the maximum adjusted displacement.
   D. All rotary powered vehicles will use 1.8 times the swept volume of the rotors to determine the maximum adjusted displacement.
   E. Rotory powered turbo charged and/or super charged vehicles will use 1.8 times the swept volume of the rotors to determine the adjusted displacement and then 1.4 times the adjusted displacement to determine the maximum adjusted displacement.

3. As of January 1, 1989, all vehicles which have been homologated in FIA Group B will be ineligible to compete in the SCCA PRO Rally National Championship series. This includes any evolution or originally homologated vehicle regardless of the year of homologation unless they meet the requirements of #2 above.

4. Any vehicle which has been homologated in FIA Group B may be driven only by seed FIA or one (1) in the SCCA PRO Rally National Championship series unless they meet the requirements of #2 above.

5. As of January 1, 1989 all open class vehicles must meet the requirements of #2 above.

6. SCCA reserves the right to waive these requirements at its sole discretion.

APPENDIX Y

OCCUPANT RESTRAINT SYSTEMS

All vehicles in SCCA-sanctioned PRO Rallies must be equipped with a five- or six-point restraint harness meeting the specifications below for both the driver and co-driver. These restraints must be worn at all times during the competition.

1. Six-Point System

A six-point system is recommended for use in all automobiles and is required in those automobiles in which the seating position is semi-reclining (seat back angle exceeds 35 degrees from vertical). It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts. The minimum nominal width on all portions of the system is two (2) inches.

2. Five-Point System

A five-point system is required for use in vehicles with upright seating. It consists of a lap belt, a shoulder harness and a single anti-submarine belt. The width of the lap belt is three (3) inches where it contacts the body and two (2) inches for the remainder of the system.

3. Material

The material of all straps shall be nylon or dacron polyester in perfect condition. The buckle must be metal-to-metal quick release type.

4. Shoulder Harness

The shoulder harness shall be a two-strap over-the-shoulder type. There shall be a single release common to the lap belt and shoulder harness.

Only completely separate upper shoulder straps are permitted. The shoulder harness angle to the first structural point of support shall not be below a line drawn perpendicular to the seat back from the top of the occupant's shoulder. If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be at least 18 inches behind the seat back when measured along the belt.

5. Lap Belts

The lap belt angle shall be between vertical and 45 degrees.

6. Anti-Submarine Strap

The double leg straps of the six-point system may be attached to the vehicle structure or to the lap belt so that the occupant sits on them, passing them up between his legs and attaching them with metal-to-metal connection to the single release common to the lap belt and shoulder harness. Alternately, it is permissible, but not recommended, to attach the leg straps to the floor forward of the seat cushion.

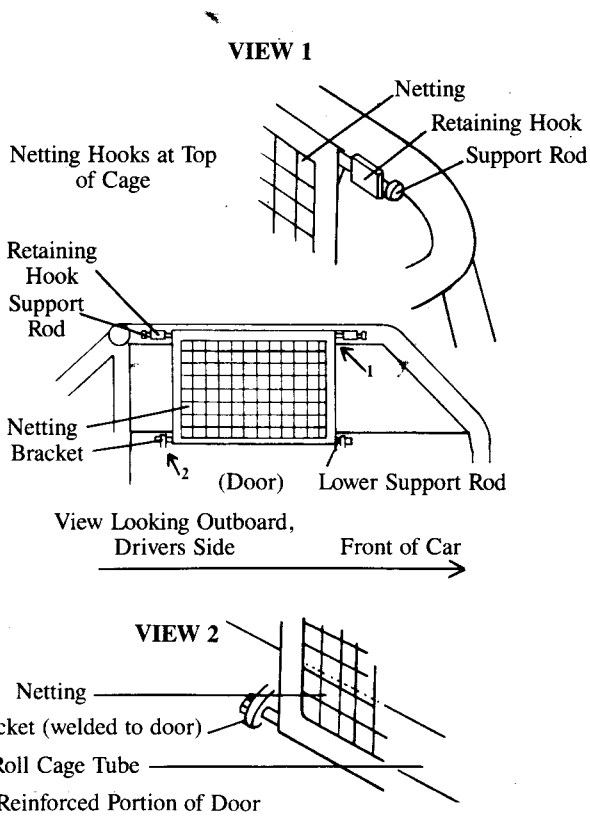
The single anti-submarine strap of the five-point system shall be attached to the floor structure of the car and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness.

7. Mounts

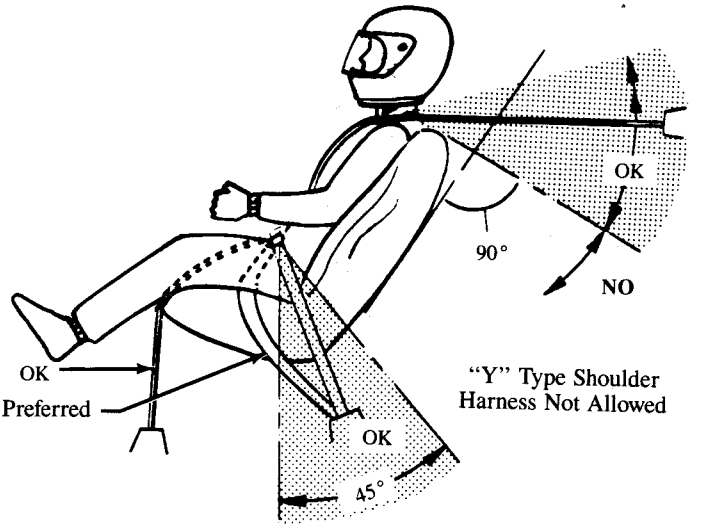
All mounts must be capable of withstanding at least a 3,000-pound dynamic load without failure. In cases where reinforcing plates are used on thin sheet metal, such as the floor, they must be securely attached to the sheet metal to prevent a "can opener" type failure of the mount. Weave through (ladder type) brackets must not be subjected to a bending load. All bolts must be 3/8-inch diameter SAE Grade 5 or better.

8. FIA approved harnessess are authorized and must remain intact as they came from the manufacturer.

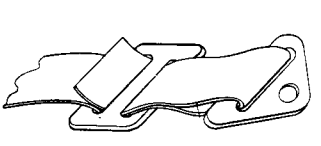
PROPER WINDOW NET INSTALLATION



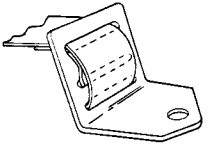
PROPER RESTRAINT HARNESS INSTALLATION



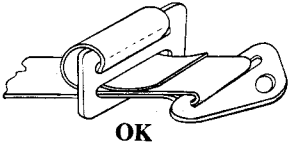
Note: FIA approved harnesses are authorized and must remain intact as they came from the manufacturer.



NO



NO



OK

OK

APPENDIX Z

ROLLOVER PROTECTION

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

Roll cages are required in all vehicles. For roll cages not constructed to FIA specifications, the following specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

A. Basic Design Considerations

1. The basic purpose of the roll cage is to protect the occupants if the car turns over or is involved in a serious accident. This purpose should not be forgotten.
2. The main roll cage hoop must extend the full width of the driver/co-driver compartment and must be a minimum of two inches above the top of the occupant's helmets when sitting in the normal position, or as near the roof as practical in closed cars. It shall not be more than ten (10) inches behind the driver/co-driver.
3. The roll cage must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

B. Material

1. The roll cage hoop and all braces must be seamless or DOM steel tubing. Either mild steel or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130 or equivalent is permitted. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant. ERW tubing may be used, refer to B.2 for sizes.
2. For the purpose of determining tubing sizes, the vehicle weight is without occupants. The minimum size of the

tubing shall be determined as follows:

Vehicle Rally Weight	ROLL CAGE	
	Mild Steel	**Alloy Steel**
900# to 1500#	**1.375"x.095"**	**1.375"x.080"**
1500# to 2500#	**1.50"x.095"**	**1.375"x.095"**
over 2500#	**1.50"x.120" or 1.75"x.095"**	**1.50"x.095"**

ERW tubing sizes
up to 2500# 1.50"x.120"
over 2500# 1.75"x.120"

3. An inspection hole of at least 1/8-inch diameter must be provided in a non-critical area of the main hoop to facilitate verification of wall thickness.
4. Where bolts and nuts or other fasteners are used, they shall be at least 3/8-inch diameter SAE Grade 5 or equivalent quality.

C. Fabrication

1. One continuous length of tubing must be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of highest possible quality with full penetration. Arc welding, particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or die penetrant after fabrication. Alloy steel must be normalized after welding.

D. Bracing

1. Two fore-aft braces made of tubing at least equal to that required for the main hoop are required. Diagonal lateral bracing to prevent distortion of the hoop is required per figure 7 or 8, page 76.
2. The fore-aft bracing must be attached as near as possible to the top of the hoop but not more than six (6) inches

below the top of the hoop and at an occuled angle of at least 30 degrees.

3. Bracing may be added to support the roll cage at the front and rear shock towers. Lateral bracing may also be added to prevent shock tower collapse. In the case of Production Class cars, this bracing must be easily removable. It is intended that Production Class cars may compete in other SCCA series.

E. Mounting

1. Roll cages and braces must be attached to the frame of the car wherever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16 inch thick.
2. In the case of cars with unitized or frameless construction, or cars with frames where frame mounting is impractical, mounting plates must be used to secure the roll cage structure to the structure of the car. The important consideration is that the load be distributed over as large an area as possible.

   Mounting plates bolted to the structure shall not be less than 3/16 inch thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through bolted together using at least 3 bolts.

   Mounting plates welded to the structure shall not be less than .080 inch thick. Wherever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

F. Padding

Any portion of the roll structure which might be contacted by the driver/co-driver's helmet shall be covered with energy absorbing material (high density) to a minimum thickness of 1/2 inch. The energy absorbing material must be covered by protective wrapping. (Styrofoam and Ensolite are examples of energy absorbing padding.)

G. Removable Roll Cages and Braces

Removable roll cages and braces must be carefully designed to be at least as strong as a permanent installation. Removable connections must be a type approved by SCCA. The approved types are shown in Figures 1 thru 6. Figures 2 thru 6 are only approved for use in bracing and not for the basic frame of the roll cage.

H. Roll Cage

1. It is required that all cars utilize a roll cage type of construction. A cage not only provides improved safety but also minimizes body distortion in case of an accident.
2. The main roll hoop must be as specified in Section A2. A similar hoop must be in front, supporting the roof and front pillars with horizontal bars connecting the front hoop to the main hoop at each side of the top. Alternately, the front hoop may be constructed by using two side hoops which follow up the front pillars to the roof and then aft to attach to the main hoop. These two side hoops are connected by a tube over the top of the windshield.

I. Other Designs

Roll cages of alternate material or design may be accepted by the Chief Scrutineer upon presentation of certified data verifying the installation is able to withstand three simultaneously applied loads.

1.5 G Lateral
5.5 G Fore and Aft
7.5 G Vertical

The induced loads being carried over into the primary structure. The use of non-ferrous material is prohibited.

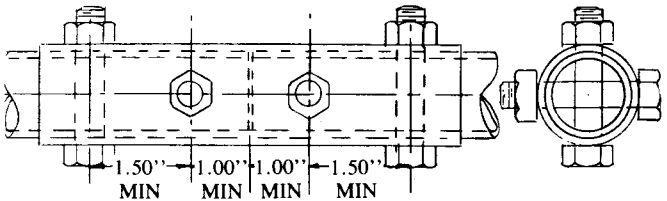


FIGURE 1

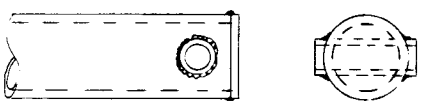


FIGURE 2

FIGURE 3

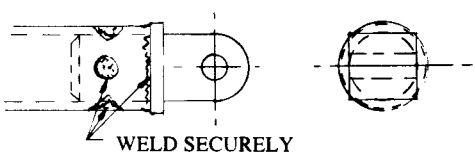


FIGURE 4

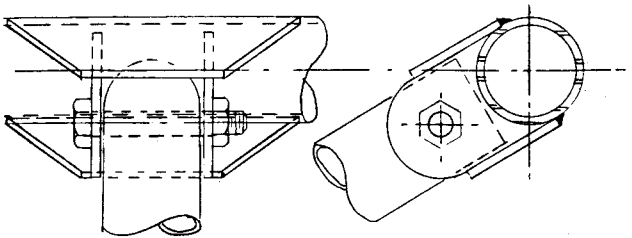


FIGURE 5

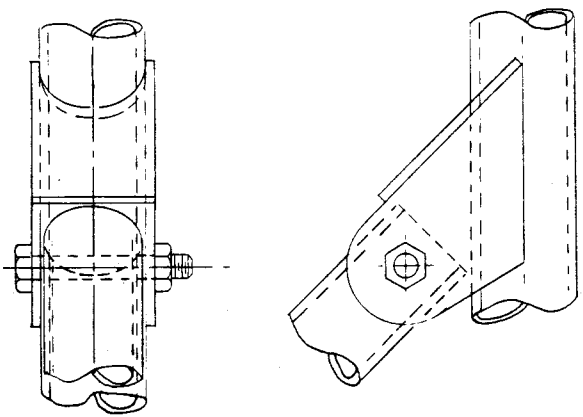
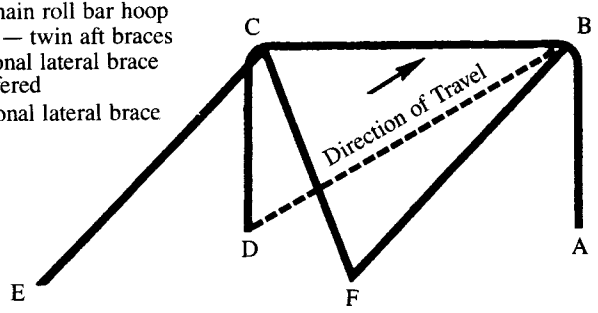


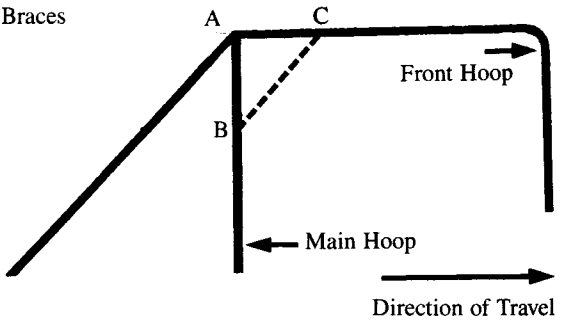
FIGURE 6

ABCD — main roll bar hoop
BF and CE — twin aft braces
CF — diagonal lateral brace
— -prefered
DB — diagonal lateral brace
-ok



Preferred
FIGURE 7

BC - Diagonal Braces
Both Sides



Acceptable
FIGURE 8

SCCA PRO RALLY AWARD WINNERS

DRIVER (John Woolf Cup) and Co-Driver (Grant Whitaker Cup)

1986 Driver—John Buffum, Colchester, Vermont
Co-Driver—Tom Grimshaw, Overland Park, Kansas

1985 Driver-John Buffum, Colchester, Vermont
Co-Driver-Tom Grimshaw, Overland Park, Kansas

1984 Driver-John Buffum, South Burlington, Vermont
Co-Driver-R. Dale Kraushaar, Tigard, Oregon

1983 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Doug Shepherd, Livonia, Michigan

1982 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Doug Shepherd, Livonia, Michigan

1981 Driver-Rod Millen, Auckland, New Zealand
Co-Driver-R. Dale Kraushaar, Tigard, Oregon

1980 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Doug Shepherd, Ann Arbor, Michigan

1979 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Mark Howard, Newport Beach, California

1978 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Doug Shepherd, Ann Arbor, Michigan

1977 Driver-John Buffum, South Burlington, Vermont
Co-Driver-"Vicki", Shelburne, Vermont

1976 Driver-Hendrik Blok, Los Angeles, California
Co-Driver-Erick Hauge, Sacramento, California

1975 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Vicki Dykema, Shelburne, Vermont

1974 Driver-Gene Henderson, Dearborn, Michigan
Co-Driver-Kenneth A. Pogue, Detroit, Michigan

1973 Driver-Scott D. Harvey, Rochester, Michigan
Co-Driver-Wayne J. Zitkus, Toledo, Ohio

MANUFACTURER

1986 Audi of America
1985 Mazda(North America)Inc.
1984 Porsche + Audi
1983 Porsche + Audi
1982 Porsche + Audi

1981 Mazda(North America),Inc.
1980 Jaguar Rover Triumph Inc.(Triumph)
1979 Nissan Motor Corp. in U.S.A.(Datsun)
1978 Nissan Motor Corp. in U.S.A.(Datsun)
1977 Chrysler Corporation(Dodge Division)
Nissan Motor Corp. in U.S.A.(Detroit)
1976 Nissan Motor Corp. in U.S.A.(Datsun)
1975 Nissan Motor Corp. In U.S.A.(Datsun)

STANDARD PRODUCTION CLASS DRIVER (DONISON CUP) AND CO-DRIVER

1986 Driver-John Crawford, Northville, Michigan
Co-Driver-Joe Andreini, Grosse Point Pk., Michigan
1985 Driver-Doug Shepherd, Plymouth, Michigan
Co-Driver-Linda Wilcox, Kennebrink, Maine
1984 Driver-Doug Shepherd, Livonia, Michigan
Co-Driver-Linda Wilcox, South Burlington, Vermont
1983 Driver-Steve Nowicki, New Berlin, Wisconsin
Co-Driver-Craig Marr, Oroville, California
1982 Driver-Steve Nowicki, New Berlin, Wisconsin
Co-Driver-Linda Liversidge, Jericho, Vermont
1981 Driver-Jon Davis, Houghton, Michigan
Co-Driver-Harry Ward, Toledo, Ohio
1980 Driver-Jon Davis, Houghton, Michigan
Co-Driver-Harry Ward, Toledo, Ohio

STANDARD PRODUCTION CLASS MANUFACTURER

1986 Dodge Division, Chrysler Corporation
1985 Dodge Division, Chrysler Corporation
1984 Dodge Division, Chrysler Corporation
1983 Plymouth Division, Chrysler Corporation
1982 Saab-Scania of America, Inc.
1981 Saab-Scania of America, Inc.
1980 Saab-Scania of America, Inc.

PRODUCTION GT CLASS DRIVER AND CO-DRIVER

1986 Driver-Doug Shepherd, Livonia, Michigan
Co-Driver-Ginny Reese, Ann Arbor, Michigan

1985 Driver-Steve Nowicki, Midland, Michigan
Co-Driver-David Stone, Acme, Michigan

1984 Driver-Richard Kelsey, Fountain Valley, California
Co-Driver-Chris Senske, Kennewick, Washington

PRODUCTION GT CLASS MANUFACTURER

1986 Dodge Division, Chrysler Corporation

1985 Dodge Division, Chrysler Corporation

1984 Mazda(North American), Inc.

GROUP A DRIVER AND CO-DRIVER

1986 Driver-Walter Boyce
Co-Driver-Howard Watanabe

1985 Driver-Clive Smith, Fountain Valley, California
Co-Driver-Harry M. Ward, Toledo, Ohio

GROUP A MANUFACTURER

1986 Toyota Motor Sales USA

1985 Toyota Motor Sales USA

PRO RALLY OF THE YEAR

1986 Ojibwe PRO Rally, Land o'Lakes Region, Bob Nielsen, Brian Jacobson, Co-Chairmen

1985 Sunriser-400 Forest Rally, Ohio Valley Region, Richard D. Paddock, Chairman

1984 Olympus International, Northwest Region, John Nagel, Chairman

1983 Susquehannock Trail, Finger Lakes Region, Dennis Doherty, Chairman

1982 Budweiser Forest, Ohio Valley Region, Eric Jones, Chairman

1981 Press On Regardless, Detroit Region, Gary Hays, Chairman

1980 Chisum Trail, Texas Region, Tom and John Grimshaw, Co-Chairmen

1979 100 Acre Wood, St. Louis Region, Kim DeMotte, Chairman

1978 Big Bend Bash, Texas Region, Costa Dunias, Chairman

1977 LaJornada Trabajosa, California Sports Car Club Region, Wes Gaede, Chairman
1976 Allegro, Northwest Ohio Region, Wayne J. Zitkus, Chairman

ROBERT V. RIDGES MEMORIAL AWARD

Presented in recognition of dedication and sportsmanship in the sport of automobile rallying:

1985 W. David Teter, Newark, Delaware
1982 Floyd R. Shrader, M.D., West Memphis, Arkansas
1979 Harry M. Handley, Westport, Connecticut
1976 Clyde Durbin, Dallas, Texas
1975 Wayne J. Zitkus, Toledo, Ohio
1973 Erhard Dahm, Farmington, Michigan
Thomas D. Grimshaw, Denton, Texas
1972 Kenneth W. Adams, Bakersfield, California
1971 Ronald W.Jones, Tucson, Arizona
1969 Victor T. Wallder, Nutley, New Jersey
1967 Frank J. Schmitz, Shawnee Mission, Kansas
1965 Sam E. Fast, Middletown, New York

SCCA/CASC NORTH AMERICAN RALLY CUP AWARD WINNERS

DRIVER AND CO-DRIVER

1986 Driver-John Buffum, Colchester, Vermont
Co-Driver-Tom Grimshaw, Overland Park, Kansas
1985 Driver-John Buffum, Colchester, Vermont
Co-Driver-Tom Grimshaw, Overland Park, Kansas
1984 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Tom Grimshaw, Overland Park, Kansas
1983 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Doug Shepherd, Livonia, Michigan
1982 Driver-Taisto Heinonen, Surrey, British Columbia
Co-Driver-Doug Shepherd, Livonia, Michigan
1981 Driver-Taisto Heinonen, Surrey British Columbia
Co-Driver-Tom Burgess, Burnaby, British Columbia

1980 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Doug Shepherd, Ann Arbor, Michigan
1979 Driver-Taisto Heinonen, Langley, British Columbia
Co-Driver-Tom Burgess, Vancouver, British Columbia
1978 Driver-John Buffum, South Burlington, Vermont
Co-Driver-Doug Shepherd, Ann Arbor, Michigan
1977 Driver-John Buffum, South Burlington, Vermont
Co-Driver-"Vicki", Shelburne, Vermont
1976 Driver-John Buffum, South Burlington, Vermont
Co-Driver-John Bellefleur, Toronto, Ontario

MANUFACTURER

1986 Audi of America
1985 Audi of America
1984 Porsche + Audi(Audi)
1983 Nissan Motor Corp.(Datsun)
1982 Nissan Motor Corp.(Datsun)
1981 Nissan Motor Corp.(Datsun)
1980 Jaguar Rover Triumph Inc.(Triumph)
1979 Nissan Motor Corp.(Datsun)
1978 Nissan Motor Corp.(Datsun)
1977 British Leyland Motors, Inc.(Triumph)

PRODUCTION

1986 Driver-Nelson Shepard, Williston, Vermont
Co-Driver-Diane Houseal, Lansdale, Pennsylvania
Manufacturer- Dodge Division, Chrysler Corporation

GROUP A

1986 Driver-Walter Boyce, Ottawa, Ontario, Canada
Co-Driver-Terry Epp, Stouffville, Ontario, Canada
Manufacturer-Volkswagen of America, Inc.

SCCA PRO RALLY LIFETIME STANDINGS

The following standings, compiled by SCCA Archivist Harry M. Handley, are based on an individual's placings in the first six overall position (worth 100, 80, 60, 50, 40 and 30 points respectively) on all 142 SCCA-sanctioned National PRO Rallies conducted in the 14 years from 1973, when the SCCA National PRO Rally Series for the United States Championship was established, through 1986, inclusive. A total of 398 individuals have thus far gained life points-156 as Drivers only, 226 as Co-Drivers only, and 16 in both roles. The 89 people listed below (including 1 in both roles) represent 22% of those with any life points, and have gained 69% of the "top 6" placings (1163 of 1682), 80% of the life points (76290 of 95268) and 92% of all "wins" (260 of 282).

Figures at left of names indicate rank within role; stars (i.e: "10*" or "*" etc.) indicate Annual Overall Champion; figures in parentheses indicate number of 1st Overall event placings, or "wins".

GRAND MASTER (2000 or more points) [7]

Drivers[3]

1	John Buffum	10*	(53)	6930
2	Rod Millen	*	(30)	5840
3	Jon Woodner		(1)	2420

Co-Drivers [4]

1	Doug Shepherd	4*	(27)	4100
2	Dale Kraushaar	2*	(17)	3220
3	Tom Grimshaw	2*	(14)	2420
4	Ginny Reese		(2)	2130

MASTER (1000-1990 points) [13]

Drivers [6]

4	Hendrik Block	*	(8)	1950
5	Scott Harvey	*	(5)	1430
6	Gene Henderson	*	(7)	1360
7	John Smiskol		(1)	1350
8	John Woolf		(2)	1260
9	Eric Jones		(2)	1240

Co-Drivers [7]

5	Harry Ward		(2)	1440
6	Grant Whittaker		(2)	1260
7T	Clark Bond			1150
	Ken Pogue	*	(7)	1150
9	Erick Hauge	*	(2)	1050
10	Vicki Upjohn	2*	(9)	1040
11	Joe Andreini			1010

EXPERT (500-990 points) [21]

Drivers [12]

10	Guy Light	(1)	940
11	Bruno Kreibich		920
12	Jim Walker	(5)	910
13	John Chalmers		900
14	Taisto Heinonen	(4)	870
15	Larry Schmidt		850

Co-Drivers [9]

12	Walt Krafft		(1)	980
13	Wayne Zitkus	*	(4)	900
14	Roger Sieling		(1)	790
15	Linda Wilcox			660
16	John Bellefleur		(2)	610
17	Jim Brandt		(1)	600

16	Doug Shepherd		840
17	Wayne Baldwin	(2)	770
18	Steve Nowicki		730
19	John Rodgers	(5)	700
20	Clive Smith		680
21	Bob Hourihan	(1)	590
18	Bill Potvin		590
19	Mark Howard *	(4)	540
20	Tom Drake		530

SENIOR (250-490 points) [49]

Drivers [21]

22	Dick Turner		460
23T	Dan Goodwin	(1)	450
	Tom Tolles		450
25	Jean-Paul Perusse	(1)	420
26T	Ralph Brooks	(1)	390
	Mark Hardymon		390
	Steve Millen	(1)	390
29	Roy Donison		370
30	Alex Liversidge		340
31T	George Beavis		330
	Jon Davis		330
	Mike Gibeault	(1)	330
34	Brian Rebney		310
35	Hannu Mikkola	(3)	300
36T	Walter Boyce		280
	John Crawford		280
38	Guenter Kern	(1)	270
39T	Steve Roberts		260
	Richey Watanabe		260
41T	Sven Halle		250
	Gary Ruiz		250

Co-Drivers [28]

21	Damon Trimble	(2)	480
22	Tom Burgess	(2)	470
23T	Tony Sircombe		460
	Neil Wilson	(3)	460
25	Randy Graves	(1)	440
26T	Debbie Baldwin		410
	Rod Sorenson	(2)	410
28	David Stone		400
29T	Janie Rodgers	(2)	380
	Steve Ruiz		380
31T	Ty Holmquist	(1)	370
	Carol Smiskol		370
33	Terry Palmer	(3)	360
34	Ron Richardson	(1)	350
35	Craig Marr		330
36T	Erik Brooks	(3)	300
	Mike Chern	(1)	300
38T	Dan Johnston	(2)	280
	Mike Parris	(2)	280
	Jean Rizor		280
41T	Lynnette Allison	(1)	270
	Dick Messal	(1)	270
43T	Jerry Hinkle		260
	Joe LeBeau	(1)	260
	Howard Watanabe		260
	Dave Weiman	(1)	260
47T	Brian Berg		250
	Larry Dea		250

NOTES

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